

# LEVEL 2a ALTERNATIVES SCREENED OUT



## Highway Build Bypass Route (-5)



- Introduces significant new environmental and community impacts (new corridor, new river crossing)
- Removes relatively small amount of traffic, approximately 3.5% traffic from I-30 corridor peak demand
- Cost with no identified funding source. The estimated cost for a Chester Street bridge is \$80-100 million, including expenses associated with right of way, roadway, intersections, and the bridge.

## Other Modes

### Commuter Rail (-3)



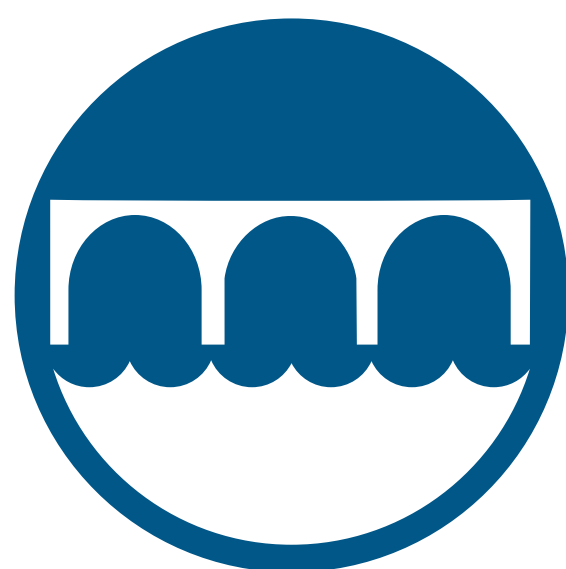
- Not in CATA short or long-term plan
- Removes small percentage of I-30 demand
- Lack of dedicated funding source

### Light Rail (-4)

- Not in CATA short-term plan
- Removes a small percentage of I-30 demand. Metroplan projected the fixed guideway ridership to be 6,500 daily riders in 2040. The projected I-30 daily traffic forecast in 2040 is 165,000 vehicles.
- Lack of dedicated funding source

## I-30 Bridge

### I-30 Arkansas River Bridge Rehabilitation (-4)



- Little “rehab” left in rehabilitation
  - Piers and two main girder lines useable in rehabilitation, but piers need significant rehabilitation
  - All other elements must/should be replaced (approach spans and supports, roadway deck)
- Functional and structural deficiencies remain
  - Shoulder widths
  - Seismic resistance and fracture critical status
  - Reduced service life (< 75 years)
- Navigation impediments (piers) remain
  - Economic impact
  - Safety impact
- Agency concerns about navigation span/safety
  - U.S. Army Corps of Engineers
  - U.S. Coast Guard
  - Arkansas Waterways Commission

## Congestion Management



### Managed Lanes (-4)

- No regional system
- Additional weaving conflicts/traffic operations and safety
- Ongoing operational costs
- Potential Low Income issues (with tolling/pricing)

### Reversible Lanes (-4)

- High initial costs
- Additional weaving conflicts/traffic operations and safety
- Ongoing operational costs

### Hard Shoulder Running (-1)

- Safety issues
- Potential conflict with “Bus on Shoulder” operations

### Land Use Policy (-4)

- No benefit to the corridor within the study period
- Did not address current mobility and safety needs as well as other alternatives